

City of Yuma Transportation Master Plan

May 2014

Prepared by
Arizona Department of Transportation

Introduction

The purpose of this project is to establish a transportation master plan for the City of Yuma. To do that, a process and vision for establishing the plan will be developed, current conditions will be evaluated, future growth and needs will be evaluated and in working with stakeholders and the public, a transportation master plan will be developed.

Public Meeting

To inform and involve community members of the study, ADOT hosted the second of two public open houses at the Yuma City Hall on Tuesday, April 22, 2014 from 6-9 p.m. Staff present at the meeting included Amy Moran and Dan Marum (Wilson & Company), Gaby Kemp, Mark Hoffman and Bruce Fenske (ADOT) and Jennifer Albers and Dan Sanders (City of Yuma). In addition to a presentation, there was an opportunity for Q&A and comments. In total, 23 members of the community were in attendance.

Newspaper Advertisement

A newspaper advertisement providing the date and locations of the open houses was published in the following newspaper:

- Yuma Daily Sun (Tuesday, April 8, 2014 and Tuesday, April 15, 2014)
- Bajo El Sol (Friday, April 11, 2014)

A copy of the advertisement can be found in Appendix A.

Radio Interview

In partnership with City of Yuma Public Affairs, a live, on-air interview about the Transportation Master Plan and the open house occurred on Thursday, April 17, 2014 at 7:20 a.m. on KCYK 1400 AM.

Presentation and Meeting Materials

A presentation was given at the meeting with the opportunity for questions and answers and a comment form was provided to each attendee of the meeting.

The following comments/questions were received during the presentation. Where applicable answers are in parentheses:

- When is 248 E. 24th Street being widened? In what timing in the future? (According to the City of Yuma, there is no planned project for the referenced location in the Capital Improvement Plan.)
- What is provided for the west side of Yuma? Specifically, Avenue D and 32, 24 and 16 Streets? (24th Street between Avenue B and C is to be widened to 5 lanes within the next two years)

- What is planned for maintaining or possibly developing 16 and 24 Streets between Avenues C and D from county road conditions of two lanes? (Widening improvements to 16th Street are already being looked at as part of a different project.) Can we add street lights/sidewalks to these for safety? (These are suggestions we can look at including in the plan.)
- Suggestion to include plans for an additional traffic interchange to Interstate 8 west of Avenue B, C or D.
- Why is the bus system not self-supporting? Why keep taking money from people who will never ride it? (This question might be better suited for the Yuma County Intergovernmental Public Transit Authority.)
- Is there any dynamic traffic modeling for semi traffic on the roundabouts planned for I-8 and Araby Road intersection? (Yes, as part of all ADOT roundabout projects, we work to ensure that roundabouts are configured to allow semis to travel through the roundabout with ease. Roundabouts are built with mountable truck aprons designed to provide additional room is needed. We have met with several of the area businesses and taken the actual dimensions of their largest machinery and are working with a roundabout expert to make sure they have no problem traversing the roundabouts.)
- Are roundabouts bicycle friendly? (Yes. Modern roundabouts can be safer for bicyclists than traffic signals because cyclists can negotiate the roundabout at a low rate of speed much like a car.)
- Has anyone ever considered red arrows for right turns when walk signs are activated? It seems like traffic lights are not triggered by bicycles. Is there a plan or are some lights already functioning to allow cyclists to trigger the signals? Sometimes I get stuck at lights until a car pulls up. (It's the law that vehicles yield to pedestrians.)
- What proposals are directed to connectivity of bicycle facilities? Think "Loop." What are the anticipated problems in using the "A" canal as a path?
- In regards to determining the hotspots for bicycle traffic, how are you gathering such data? Would you be willing to set up a control group of cyclists equipped with GPS services, either provided or using their own, to ride around their usual route or commute in order to determine places where infrastructure should be improved as soon as possible versus later? (Setting up a control group is beyond the scope of this effort but would like to see input from riders as to high priority routes.)
- Please include in 5 year plan that shoulders for bikes are safe and not rough when roads are maintained. As mentioned, on the west side of Ave. D and other county roads-- are not real safe for bikes and worse at times when roads are being fixed.
- There is a chance of losing some of our winter visitors because there are no bike paths/lanes in their area. Suggestion: build bike path from south side of Country Roads all the way to Walmart of Fortuna Road. Suggestion: Pave A Canal to the Foothills. Pave A Canal that runs from 1st Street to 32nd Street for kids to ride bikes to schools on 20th Street. There are seven schools on 20th Street.
- Minimize vehicle lanes of travel. Minimal distance should emphasize bicycles. Cost-maximize network-productivity= results model.

- One area you might want to look at is the bridge on Pacific Avenue from 24th Street to 18th Street. The north bound lane has no bicycle lane or sidewalk. After the bridge there is a sidewalk but I have no idea how anyone would get there without being in serious danger of walking in a traffic lane. I think this is an example of previous planning without due consideration for the safe street idea. I believe one bicyclist was killed here several years ago. Since Pacific is a major road to the mall why is it not safe for all modes of travel?
- The bike path stops at Pacific and Desert Hills. There's no way to get to roadway besides a few hundred yards of dirt. If we do a little bit of paving it opens up many destinations.

A copy of the comment form can be found in Appendix B of this report.

Comment Form Summary

The following comments were received and returned via the comment form that was provided at the public meeting. All comments received are included in this summary.

What are the most important transportation issues/concerns in the City of Yuma that need to be addressed right now?

- Easy emergency access to Interstate 8 from neighborhoods on west side of town.
- Poor condition of current major roads (24th and 32nd) from Avenue 3E to Avenue D.
- No smooth or maintained route from Avenue D into town center. Avenues D to C especially poor on 16th and 24th Streets. West routes not well maintained and are narrow.
- Trucks from Mexico to Interstate 8.
- Please, no roundabout on State Route 95.
- The need for bike lanes in multiple areas from Yuma to San Luis that are separate from roadway.
- We need smoother roads, for example Highway 95 from Yuma Proving Grounds is horrendous, and there are major bumps in the road.
- 3E being used for 95 to Ash or 195, this should not happen. The obvious route is Araby Road, that's best for everyone not just locals.

Do you feel the proposed improvement plan addresses the transportation problems/needs of the city? If not, what improvement projects should be added or removed from the plan regarding:

Roadway needs (wider streets, intersections, stop signs, traffic signals)

- Recommend re-assessment in your model for development in area enclosed by 24th St., 40th St., and Avenue D. Western Yuma appears to have been ignored.
- Economic development (future) is thought to be "distribution" enterprises (eg: Amazon). Presumably they will build in area around MCAS from Avenue 3E to 4E, 32nd St. to 23rd St. Need

Public Meeting Two Summary

another look at east and west Yuma traffic.

- Many roads are two lanes, green turn lanes are not standardized (some are before and some are after green).
- Traffic signal at Gateway and 16th St. and or alignment with streets north of 16th St.
- Pedestrians and bicyclists need to be a higher priority than cars since if an area is walkable and rideable; it makes for a healthier community.

Roadway Connections (new roads)

- We need 12th Street to be connected from Avenue A to Avenue B.

Pedestrian Needs (pathways, trails, sidewalks, crosswalks/signals)

- Problem: lack of sidewalks on 24th St. and Avenue B to Avenue D. Western Yuma appears to have been ignored.
- Better marking of cross walks, many are faded especially on north 4th Avenue. Also not lit.
- More pedestrian trails.
- There needs to be a sidewalk from the airport to the car dealerships on 32nd Street.
- The sidewalks and cycle paths should be straight and not change directions so the car has the ability to make a right turn without blocking traffic but now the cars often go in front of bikes.

Bicycle needs (bike routes/lanes, shared use paths/trails, safety, signs)

- Always good but address roads first.
- Separate paths are great for family use.
- Add bike paths on roads into the county.
- Complete the loop around Yuma for bicycles, county roads included.
- Create bicycle routes for schools, maybe Safe Routes to School grants?
- 16th St. has no bicycle path on it yet it's a major corridor.
- We need more bike routes that are separate. It would be great to form the bicycle path loop out to the foothills.

Public Transit (routes, stops, frequency)

- No public transportation route along Avenue D to include 32, 24th and 20th Streets. Seems an oversight despite two elementary, one middle school and high school.
- Better provisions for stops, maybe a pull out area? Causes traffic problems on two and four lane roads.
- There are no lighting or sidewalks where the transit system stops.
- Yuma Conservation Garden (2250 E. 32 St.) needs a stop weekends in the winter for families from San Luis, Somerton, etc.
- There should be new routes along Avenue C for buses.

Additional Comments

- Appreciate this meeting to give input. Please do reassess the west side of Yuma. We really do avoid 24th and 16th Streets between Avenues D and C. “Unpassable” was overstated but they are extremely rough with potholes and wash boarding, do need to be remedied.
- Measuring traffic flow not accurate and if roads are rough people tend to go another indirect route.
- Bypass to the west of Yuma. Let’s not be caught like Phoenix with outrageous cost “after” the growth.
- No roundabouts.
- Priority bike segments should include:
 - Thacker Lateral – West Main Canal to 32nd St with connection to Cooper Lateral
 - S. Pacific Ave – Colorado River Levee to E. 8th St
 - E. 32nd Ave – S. Avenue 3E to A/B Canal Divergence
 - W 40th St – E. Main Canal Shared Use Path to S. Arizona Ave
 - E. Main Canal Shared Use Path – W. 40th St to US-95
 - Connections to the Foothills
- What is the status of the 8th Street widening between and Avenue B and Avenue C
 - This project is being undertaken by Yuma county. It is to be reconstructed to a 5 lane roadway within the next 2 years.

Appendix A

PUBLIC OPEN HOUSE **City of Yuma Transportation Master Plan**

The City of Yuma, in collaboration with the Arizona Department of Transportation (ADOT), is developing a City of Yuma Transportation Master Plan funded through ADOT's Planning Assistance for Rural Areas program (PARA). The plan will evaluate current conditions and future growth needs to develop a multi-modal transportation master plan for the city. Your input is needed on the draft plan of recommended improvements.

WE WANT TO HEAR FROM YOU

Join us on Tuesday, April 22, 2014, at 7 p.m. at the public open house to learn more about the recommendations for Yuma's Transportation Master Plan.

A formal presentation will begin at 7:15 p.m.

Meeting Location

Yuma City Hall - Room 190
One City Plaza, Yuma, AZ



If you require special assistance in order to participate in the public meeting, please contact projects@azdot.gov or 855.712.8530. Requests should be made as soon as possible to allow time to arrange the accommodation.

ADOT

FOR MORE INFORMATION:
855.712.8530
azdot.gov/yumatmp

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Appendix B

City of Yuma Transportation Master Plan

COMMENT FORM

1. What are the most important transportation problems/needs in the City of Yuma that need to be addressed right now?

2. Do you feel the proposed improvement plan addresses the transportation problems/needs of the city? If not, what improvement projects should be added or removed from the plan regarding:

- Roadway needs (wider streets, intersections, stop signs, traffic signals)

- Roadway Connections (new roads)

- Pedestrian Needs (pathways, trails, sidewalks, crosswalks/signals)

- Bicycle Needs (bike routes/lanes, shared use paths/trails, safety, signs)

- Public Transit (routes, stops, frequency)

ADOT



City of YUMA

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FOR MORE INFORMATION:
855.712.8530
azdot.gov/YumaTMP

ADDITIONAL COMMENTS:

Name:	Address:	City:	State:	ZIP:
Phone:	Fax:	Email:		

Completion of this comment form is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.

FOR MORE INFORMATION:
855.712.8530
azdot.gov/YumaTMP